

INTIMATIONS
NOW READY
THE
CHRONICLE AND DIRECTORY
OF
CHINA, JAPAN, STRAITS, &c., &c.,
1896.
With which is incorporated
THE CHINA DIRECTORY.
This is the
THIRTY-FOURTH ANNUAL ISSUE,
and will be found, as usual, to show an advance
on preceding years both in richness and accuracy
of information.
The DIRECTORY covers the whole of the
ports and cities of the Far East, from Peking to
Yokohama, in which European reside.

A.S. WATSON & CO., LIMITED.
ESTABLISHED A.D. 1841.

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A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.
HONGKONG, 18th September, 1896.

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The Daily Press.
HONGKONG, OCTOBER 8th, 1896.

In an article on the respective advantages of the West River route and the Tonkin route for trade with Yunnan and the two Kwang, the *Independence* *Tonkin* shows to its own satisfaction the superiority that it considers is already possessed by the latter and that will be possessed in a much greater degree when the railway from Lungchow to Nanning is made and subsequently extended to Nanning, and when the facilities afforded by the Red River are also supplemented by railway communication with Laosay. It then goes on to say, "even now particularly with reference to Yunnan, that if these advantages are to be fully realized 'the Protectorate must suppress the 'barriers created by the application of the tariff general and be as liberal as possible' the commencement, waiving the formalities 'imposed by the regulations. Thus only 'can the merchants of Yunnan be induced 'to use the Red River route for their 'transactions, but once they have become 'accustomed to it they will not leave it.' The Customs taxes can then be applied 'without fear, but until then let the Customs 'show themselves generous and become the 'protector of commerce.' Our contemporary does well to urge that the Customs should not obstruct trade at the beginning, but it is a short-sighted view to suppose that once the Chinese merchants have become accustomed to the route they will never leave it and that taxes can then be freely imposed. All experience is against that supposition. In China commercial routes are constantly shifting, as additions or changes are made in skin barriers, just as the channel of a river shifts with the formation or disappearance of sandbanks. When the West River is fully opened up to steam navigation, when the proposed communications in Tonkin are completed, and when the Burmah Railway to the Kunchin Ferry is in working order, merchants will be determined in their selection of the route they will use by fiscal considerations more than by the physical advantages of the respective routes. A day or two more or less on the way is a matter of less serious consequence than the payment of heavy customs duties or compliance with vexatious regulations the accidental breach of which may

lead to confiscation or heavy fines. We cannot agree with our contemporary as to the advantages of the Lungchow railway route over the West River route. For if goods could be placed on board a steamer at Hongkong and conveyed without transshipment to Nanning there would be little inducement to send them by way of Tonkin; but assuming that the Tonkin route really possesses all the natural advantages claimed for it, the French, if they follow their traditional policy, would regard it as fully to let non-French goods enjoy these advantages without paying heavily for them and submitting to stringent regulations. Hence if the Chinese allow trade to be carried on by the West River upon reasonable terms that route will command the bulk of the traffic for Kwangsi and south-eastern Yunnan. The late Pao Bann, when Governor-General of Indo-China, recognised the political and commercial advantages to be secured by Tonkin by according the greatest freedom and encouragement to the transit trade, but his views have since been departed from and of late the tendency to throw obstacles in its way has been so great as to draw forth a most emphatic protest from the Hanoi Chamber of Commerce.

M. M. Redepo arrived from Manila yesterday.

The steamer *Chionine* arrived from Calcutta, left Singapore for this port on Saturday, the 3rd inst.

The C. P. steamer *Empress of Japan* arrived at Shanghai at 9.30 a.m. on Friday, the 2nd inst., and left at 8 p.m. on Saturday, the 3rd inst., for Yanchow.

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Yesterday afternoon the funeral of the late Police Constable Lawrie took place at the Happy Valley. The procession was formed by the late Constable's family, followed by the late Constable's friends and relatives, and the late Constable's friends and relatives.

A hall concert in aid of the funds of the Benevolent Society will take place at the Mount Austin Hotel on the 14th inst. The concert of the ladies and gentlemen who have consented to assist will be found in the advertisement in another column.

The Secretary of the Pungon Mining Co., Limited, advises us that he has received the following cable from the mine giving the result of the September output:—The mine has produced 170 tons of ore, of which 150 tons of concentrates yielded 80 tons of smelted gold.

The French Consul at Manila in his report says:—Articles used in the Catholic religion and devotionals forms the nucleus of a very extensive trade, as the people are very devout here, and there is but few of them without a chapel or oratory fitted up with more or less luxuries. Goods of this class at moderate prices will sell here in millions.

Mr. H. W. Ellis, a journey agent, arrived at Singapore by the *Saladan* from Western Australia on Saturday, 26th September, her mission being to go to Japan for the *Grand Pacific Express* of the 1st inst. The Australian agent has taken pains to prohibit the importation of Japanese labour; and Mr. Ellis, no doubt, goes to Japan to seek arguments in aid of that view.—*Straits Times*

The annual meeting of the shareholders in Messrs. S. C. Parnham & Co., Limited, was held at Shanghai on the 29th September. Mr. G. Allen (Chairman) presided and the report and accounts were adopted. The dividend was recommended at 10 per cent. on the paid-up capital of £100,000, and the balance of £100,000 was carried forward to the reserve fund. The report and accounts were adopted. The dividend was recommended at 10 per cent. on the paid-up capital of £100,000, and the balance of £100,000 was carried forward to the reserve fund.

At the Police Court yesterday, before Mr. Commissioner Hastings, three men were charged with carrying a dog outside a slaughterhouse at Shanghai. One of the men was the master and it was proved that the dog was the property of the master. The other two men were his employees. He was not there, however, his name was on the list of dogs that were to be kept in a legal locality he could not afford the full penalty on the matter. However, to show how he believed in the man's honesty he would not pay the fine of £100. The other two men were fined \$100 each.

The Spanish steamer *Calcutta*, Capt. Corrales, of the fleet of the Spanish navigation, arrived at Singapore with reinforcements for the Spanish army in Manila, reached there on Saturday evening, 16th September, and left next day after noon. She sailed from Cebu on the 22nd of September, performing the journey in 23 days, at the rate of 14 knots an hour. She has on board 57 officers and 880 troops, and will be followed in quick succession by the *Montevideo*, the *Albatros*, and the *Albatros*. The *Calcutta* may also be expected to pass through shortly to reinforce the naval forces.—*Singapore Free Press*

The consignment of Messrs. Jardine, Matheson & Co.'s launch, the *Tweed*, has been arrested on a charge of unlawfully causing the death of a Chinese. The launch was arrested on a charge of unlawfully causing the death of a Chinese. The launch was arrested on a charge of unlawfully causing the death of a Chinese.

The *Shenao* reports that on the 26th Sept. a foreigner accompanied by his hunting dog went on a pleasure trip over to Pootung in the vicinity of the Old Tanka and getting to the Tanka bridge was unaccountably attacked by a party of rascals, who bound in that locality. The foreigner was pretty badly handled, but managed to escape with the loss of his hat, several odds and ends, and his dog, which was severely injured. The Tanka men being informed of the outrage at once ordered the Shanghai police to take action. The case, and on the next day the tip of the wand was arrested by that official and granted a certain limit of time to produce the guilty rascals for trial and punishment. As outrages of a similar nature have been frequent in this district, it is to be hoped that the local authorities will make an example of the rascals.—*N. C. Daily News*

The heavy gale protracted for yesterday did not prove to be so serious as the typhoon apparently moved too far to the south of Hongkong to let us feel more than the extreme edge. The typhoon was fired at 7.30 a.m. and the sun came out at 10.30 a.m. and made for places of safety. Most of the steamers in port took it as a sign that the gale was over and the afternoon the Kowloon ferry launches stopped running. The hurricane, according to Messrs. Falconer & Co.'s readings, fell from 29.5 at 7.30 a.m. to 29.2 at 10.30 a.m., after which it remained fairly steady, but the weather continued fairly up to the time of our going to press. The gale, however, was rather severe, and it is to be hoped that the local authorities will make an example of the rascals.—*N. C. Daily News*

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The image is a high-contrast, black and white photograph. It depicts a dense, textured surface, possibly a wall or a large object, with a dark, irregular shape in the foreground. The texture is grainy and noisy, with many small, light-colored specks and larger, darker patches. The overall appearance is that of a low-quality, high-contrast scan of a physical object.

German str., 674, Moller,

C. M. S. N. Co.
 111 GALLAGH, YEBERLE.
 Balls of Ball. Amr. ship, 1347, Curtis, Sept.
 Captain
 Chesapeake, British bark, 568, Cantley, Aug.
 Stomson & Co.
 Chesapeake, Amr. ship, 1109, Leonard
 7 July 3. Order
 Clan Macdonalds, British sh., 1446, Temple
 Sept. 13, Government
 Fording, Sme. Hamilton bark, 980, Will
 7 July 31, Order
 Freiburg, German ship, 1905, Seante, Sept.
 Melchers & Co.
 Glen Carick, British bark, 468, Lamont, Mar.
 Gilman & Co.
 Lethair, Italian bark, 798, Ferrerio, July
 D. Musco & Co.
 L. Sapp, Amr. ship, 1672, Day, Sept.
 Guedes, Brodeurmann & Co.
 Northbrook, British bark, 1820, Layton, A.
 15, Government
 Orient, German bark, 661, Player, Aug.
 Wale & Co.
 Paracinto, American ship, 1448, South, July
 Standard Oil Co.
 Wale & Co.

[illegible]

Malmgren & Co.
 Alice Mary, British bark, 361, Ellis, Ap
 Nils Møller and Sons
 Ashken, British bark, 1,827, Marry, Ser
 Atlantic, German bark, 638, Schneider, S
 J. Baessler
 Amor, Siamack bark, 309, Barquin, An
 M. A. Polouren
 B. Bonar, Amer bark, 1,369, Borgman,
 21, Paul Drumat
 Cauten, British bark, 2,164, Unbit, Ser
 P. O. S. N. Co.
 Corbin, British bark, 1,837, Andrews, C
 Y. O. S. N. Co.
 Charon Mattias, Siam bark, 675, Kock, A
 M. A. Petersen
 Chefoo, British bark, 1,834, Newcomb, So
 Ching, British bark, 1,158, Newcomb, So
 Ching, British bark, 1,158, Newcomb, So
 Butterfield & Swire
 Chingang, British bark, 875, Trebbay, Se
 O. M. R. N. Co.
 Chousing, British bark, 1,418, Evans, Se
 Chousing, British bark, 1,418, Evans, Se
 Chousing, Matheson & Co.

Comet, New York, 783, Broadland, Smit,
Morris & Co.
Drumhead, Amr ship, 1894, Smit, A.
2 Standard Oil Co.
English, British ste, 2084, Saw, Se.
Dodwell-Garrill & Co.
Ettrockdale, British steamer, 2468, Sea.
2 Standard Oil Co.
Fauson, British ste, 1410, Monser, S.
Jardine Matheson & Co.
Glasgow, British ste, 1870, Norman, S.
Jardine, Matheson & Co.
Guernsey, Norw, ste, 1830, Patterson, S.
S. P. & N. Co.
Hermann, German ste, 638, Germitzka, S.
A. W. Bahr
Indoce, British steamer, 2037, Farry, S.
2 Standard Oil Co.
James, Steamship Amr ship, 1478,
S. P. & N. Co.
John Currier, Amr ship, 1848, Harris,
2 Standard Oil Co.
Kaiser, British steamer, 2182, Law, S.
Kaiser, British steamer, 2182, Law, S.
Kobe Maru, Jpn ste, 1346, Elstrand, S.

MA.	Nippon Yusen Kaisha	
	Erin. Norwegian Str. 118, Lygna, E	
	H. S. Ny & Co.	
	Less. Chinese str. 619, Johns. E	
	C. M. S. N. Co.	
st.	Lada, British bark, 640, Benacu.	
sv.	Nils Haller and Sons	
sv.	Larson, Amr. ship, 1,339, Park, S	
sv.	Standard Oil Co.	
sv.	Lynton, British ship, 2,224, Fraser,	
sv.	Standard Oil Co.	
sv.	Mannson, British str., 3,580, Panny,	
sv.	P. & O. S. N. Co.	
sv.	Nanyang German str., 968, Sohnia,	
sv.	Siemssen & Co	
sv.	Ningchow, Chinese str., 746, Werrall,	
sv.	C. M. S. N. Co.	
sv.	Poland, British str., 1,601, Williams,	
sv.	Star Line, Liverpool & Swire	
sv.	Poynag, German str., 835, Lehman,	
sv.	Siemssen & Co	
sv.	Pekin, British str., 2,133, Jophae,	
sv.	P. & O. S. N. Co.	
sv.	Pronto, German steamer, 720, Meyer,	
sv.	M. B. Kaishu	

Nova British bark, 43A, Rarior,
 Hopkins, Dunn & Co.
 Rochella, British ship, 2216, Col-
 o, S. O. S. N. Co.
 Sam. Skeddall, Am. ship, 1233, Skell-
 25, Standard Oil Co.
 Sianjing's, British ship, 1944, Wright
 Standard & S. O. S. N. Co.
 Store Nordens, Dan. at, 593, Suan-
 23, G. N. Telegraph Co.
 Strathven, British at, 1511, Phil-
 Hopkins, Dunn & Co.
 Sylvania, French at, 1981, Abbott,
 Monongies Maritimes.
 Takung, British ship, 377, Rolfe,
 Jardine, Matheson & Co.
 Walter Sheddall, Am. ship, bark, 394,
 Hopkins, Dunn & Co.
 Wooning, Chinese steamer, 746, Res-
 Bagnette & Co.

MNR BRITANNIA MAJESTY'S
 IN THE CHINA SQUADRON
 Solon, cruiser, 23 knots, 7,000 h.p.
 R. L. Groome, at Harbin

Oct. 3.	Alacrité, darts-belted, 100 gms.
	Spec. F. G. de Ligny at Hukon
	Archer, 13 gms. 100 gms. 100 gms.
	Kingpinell, at Shuangtin
	Centurion, flagship, 41 gms. 15,000
	S. H. Logan, at Hakodate
Sept. 30.	Daphno, 800 gms. 100 gms. 100 gms.
Oct. 3.	C. G. Groux, at Champo
	Eak, gun-vessel, 3 gms. 200 gms. 100 gms.
	H. P. Burton, on Taigutsu
	Fluxboard, gun-vessel, 3 gms. 800 gms.
	Corn V. Muesel, at Hukon
	Graded, graded cruiser, 36 gms.
Sept. 29.	Capt. E. P. Jones, at Yokohama
	Humbert, storeship, Capt. Frank W.
	Hongkong
	Immortal, gun-vessel, 35 gms.
	Capt. Ed. Olchickott, at Hukon
	Linné, gun-vessel, 6 gms. 670 gms.
	Sparkes, at Hakodate
	Narcissus, armored cruiser, 34 gms.
	Corn. Mackintosh, at Hukon
	Paradise, gunboat, 8 gms. 1,200 gms.
	Corn. Laxton, at Champo
Oct. 5.	Pigmy, gunboat, 3 gms. 1,200 gms.

Nov. 1901.	Com. C. J. 1. 1. 1.	
Dec. 1901.	Com. C. J. 2. 2. 2.	
Jan. 1902.	C. Bigla, at Yokohama.	
Feb. 1902.	Flower, ground, 3 grains, 1,200 h.p.	
Mar. 1902.	Honey, at Korusok.	
Apr. 1902.	Pomelo, cruder, 12 grains, 3,500 h.p.	
May 1902.	Balls of Staph.	
June 1902.	Rainbow, cruder, 12 grains, 7,000 h.p.	
Sept. 1902.	C. C. Forby, at Hakodadi.	
Oct. 1902.	Rattler, ground, 3 grains, 1,200 h.p.	
Nov. 1902.	H. Gotesworth, at Hough.	
Dec. 1902.	Flower, ground, 3 grains, 1,200 h.p.	
Jan. 1903.	Com. E. H. Grafton, at Hough.	
Feb. 1903.	Sol. net, torpede, mining launch, at H.	
Mar. 1903.	Sparks, cruder, 23 grains, 7,000	
Apr. 1903.	Alfred L. Winalea, at H.	
May 1903.	Sparks, cruder, 3 grains 870 h.p.	
June 1903.	Alfred L. Winalea, at H.	
Sept. 1903.	Twoed, ground, 3 grains, 340 h.p.	
Oct. 1903.	Unidentified, ground, cruder, 340 h.p.	
Nov. 1903.	Capt. G. Halliday, at Hakodadi.	
Dec. 1903.	Victor Merriman, receiving ship, 20	
Jan. 1904.	modore Boyes, at Mooshong.	
Feb. 1904.	Witren, coast, defense ship, 2000	

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